

THE DISTRICT COMMISSIONERS' PLAN.

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\$24 Arm Chair, in mahogany finish, star marquetry, upholstered in damask.....	\$15.75
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\$14 Side Chair to match.....	\$9.70
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\$13.50 Mahogany-finish Star Marquetry Reception Chair, in damask.....	\$8.50
\$10 Reception Chair, in mahogany finish.....	\$6.75
\$25 3-piece Mahogany-finish Reception Suite, in damask.....	\$15.75
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For Engraved Plate and 50 Cards!

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Fines, Easter Lilies, Anemones, Arancas, Anemones, Philis. In fact, anything you can expect.

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J. R. Freeman,

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RAILROAD SITUATION

The Plates Included in the Commissioners' Report.

GRADE CROSSINGS ON B. & O.

Engineer Pelz Discusses the One Viaduct Plan.

DIFFERENCE IN COST

The citizens and property owners along the line of the Baltimore and Ohio railroad in this city are watching with anxious eyes the progress of the legislation which is to relieve them of grade crossings.

In the report of the Commissioners upon the bill, heretofore printed in The Star, reference was made to several plates accompanying the report. The Star previously herewith two cuts explaining the railroad situation.

Plate 1 shows the lines for elevated tracks running over two viaducts, in accordance with the provisions of Senate bill 2908. The bill, however, mentions no particular location for passenger and freight stations, and the one shown here was

compiled and drawn from a photograph of a model for the proposed terminal, made by the railroad company. It will be noticed at a glance that the above plan gives great length of tracks, in fact, more than is required for the proposed terminal. The length of the tracks entering the freight shed is 1,000 feet, and eight tracks are shown. This gives in all 8,000 feet of track, of which about 5,000 feet are available for loading and unloading purposes.

The tracks as shown between the two sheds are believed to be intended for storing passenger coaches, and are believed to be too lengthy for the purpose. The District Engineer, Mr. Carl E. Pelz, who made a special study of the situation, and upon whose report that of the Commissioners was based, believes that the passenger train shed is of too great length, having as much as 700 feet of tracks under shelter and about 400 feet clear length of track outside, of which 300 feet or thereabouts will be a waste, as trains in this vicinity are seldom if ever longer than 300 feet.

Engineer Pelz's Report.

Continuing his report Engineer Pelz says: These are minor considerations, however, as compared with the peculiar location of the two main buildings, namely, the passenger and freight sheds. These are shown to be placed over North Capitol street, and are, indeed, a serious fault and would hardly be in harmony with the improvements which are taking place in the District of Columbia. North Capitol street is destined to be one of much beauty and of great importance as an outlet to the country immediately north of the city. To build tall structures across this street would be quite as absurd as building them across New Jersey avenue or Maryland avenue east.

The main or passenger shed would hardly be less than sixty feet in height from the level of rail, and the rail must be at least twenty feet from the street grade. In other words, a structure eighty feet in height would be built across the entire width of one of the principal thoroughfares of the city. This plan, moreover, contemplates the closing of D street from New Jersey avenue to Delaware avenue, and the closing of E street from North Capitol

street to Delaware avenue. Any system of track elevation that crosses streets in one direction is suitable, but one that diagonally crosses both north and south and east and west streets is decidedly objectionable. Again, the plan proposed for the head house, i. e., waiting rooms, offices, etc., contemplates a large area of the block on which said house is located. Massachusetts avenue is arched over for 500 feet; Delaware avenue becomes virtually railroad property, as the tracks are placed in the center thereof, and sidings are apt to be strung out for its entire length on both sides. By consulting the plate, which shows a profile of the line, it will be seen that the elevation of tracks in train shed will be forty-six feet. This level is retained in the plan for carrying North Capitol street under with a fair grade. Therefore, the train platform level will be twenty-eight feet higher than the level of the main street, and passengers will be obliged to ascend steps to height varying between fourteen and twenty feet, to reach the level of train platform.

Following the line of what is known as the Washington branch to a point where a depressed track must eventually replace the one now in use, we find that an average grade of 0.6 per cent is needed to cross Florida avenue with a viaduct. Here a slight grade occurs; then a 0.9 per cent down, to reach the depressed tracks just mentioned, so as to give 13th street extended a crossing by means of a bridge. From this point all streets are to be carried over until the District of Columbia boundary line is reached.

One Viaduct.

The plan, however, which meets with the approval of the Commissioners, and the one which they would like to see adopted, is shown in plate 2, printed herewith.

This is generally known as the "one viaduct" scheme, commenting upon the plan, Engineer Pelz says: "The present plan for entering the city by means of one viaduct, and the placing of terminal between Delaware avenue and North Capitol street. This plan proposes the widening of C street from 50 feet to 105 feet, the widening to the property line, and the side thereof, and extending from North Capitol street to New Jersey avenue. Passenger station to front on C street and North Capitol street, and freight shed on Delaware avenue. Freight shed to be on North Capitol street and extend northward as far as E street, and freight tracks may be ten in number, of 250 feet. No streets to be closed. Tracks in train shed of sufficient length to accommodate trains from 500 to 800 feet long. Freight tracks may be ten in number, and of such length as to be entirely available. The storage tracks for passen-

ger coaches to be in front of and in line with the main tracks in shed; this is considered by many authorities to be a very advantageous plan. Only D street has buildings across it, a fact which is unimportant, as said street is but 70 feet wide. Again, this plan provides for the entering and departing of travelers to and from street at grade. The proposed height of train shed is 50 feet; the height of the curb at the corner of Delaware avenue and C street is 57 feet, and the height at the corner of North Capitol and C streets is 47 feet. This last named corner will be the principal entrance to station. In their words, allowing for the amount of rise on C street, the main door would be exactly level with the sidewalk. The freight shed may be 22 feet above the street grade. The viaduct leading from the depot to be placed on the west side of Delaware avenue, abutting against the property line, and leaving enough width for a sidewalk between viaduct and roadway. The diverging point of the tracks is to occur immediately north of Florida avenue, and the Washington or Baltimore branch is to follow the present line of P street extended until the present line is reached. The Metropolitan branch is to follow the projection of the tracks on Delaware avenue to intersect with present line. A discussion of the plan is placed between the two lines, and located on an elevated structure, as shown in plate 2.

Another plate not printed here shows a profile of this line. The 8 per cent grade necessitates the lowering of L street about four feet. M street about three feet. Florida avenue about two feet. N street is not graded at its intersection. The number of houses along the west side of Delaware avenue is limited and are almost entirely frame structures. The advantage of having the viaduct on one side of the avenue is that all sidings will be upon one side only, and they will not mar the appearance of the street. The extension of Delaware avenue or what is now Brentwood road is crossed by the viaduct, and from here the grade will descend by a 5 per cent grade, cutting through a hill a distance of 4,000 feet, and the grade will be either as an open cut, or a half-filled tunnel.

From the old line is reached by an easy curve, and the depressed system is followed, as mentioned in discussion of plate 2. The stars on plates 1 and 2 show the common point of the routes of the two plans. The distance from terminal to common point by plate 1 is 10,000 feet; from terminal to common point by plate 2, 10,500 feet. This latter amount provides for both branches to the city limits, whereas the former plan entails the additional viaduct along Delaware avenue, amounting to 1,850 feet, or, in other words, plate 1 will involve 12,350 feet of line compared with 10,500 feet, as shown by plate 2.

Comparison of Lengths.

To compare the lengths of viaducts, in Washington, of the two plans we will commence at a point just clear of both terminals, for instance, the center of G street.

Plate 1:

G street to Florida avenue (W. Br.) 4-track viaduct..... 4,800 feet

(Met. Br.) 4-track viaduct..... 2,150 "

Total..... 6,950 feet

Plate 2:

G street to Florida avenue, 4-track viaduct..... 3,400 feet

Difference in favor of the plan shown by plate 3..... 4,050 feet

Plate 1:

G street to end of depot tracks..... 2,110 feet

Plate 2:

G street to end of depot tracks..... 1,870 feet

Difference in favor of plan shown by plate 2..... 240 feet

Total difference in favor of plan shown by plate 2..... 4,290 feet

The amount of grading necessary to make the plan shown by plate 2 is estimated at about 500,000 cubic yards. To build a flat-roofed tunnel along said line, in connection with lines, as proposed by plate 2, would be cheaper by at least \$200,000 than the routes proposed by plate 1. The cost of maintenance of the two viaducts, as compared with one, would be quite a considerable item.

In the plan shown on plate 2 the only property of any consequence that the railroad company would have to purchase would be block 683, and that block 682 would be relinquished for railroad purposes, but could be used to great advantage for the building of large hotel or for stores. North Capitol street would be free from any tracks, Delaware avenue would have a continuous roadway, uninterrupted by proper location and street and streets adjacent thereto would once more rise to the dignity and value that their location demands.

Various Minor Happenings During the Holiday Season in the Trans-Potomac City.

The Christmas congregations in the various Catholic churches this morning were larger than usual, and the music, a program of which has been published in The Star, was especially pretty and well rendered. At St. Paul's Rev. P. P. Phillips preached; at Christ Church, Rev. Berryman Green, and at Grace Church, Rev. C. E. Ball. There was a celebration of the Holy Eucharist at Grace Church at 6:30, Rev. C. E. Ball, celebrant. At St. Mary's Roman Catholic Church mass was said at 6:30 a.m. and again at 9:30. Rev. Father Ennis of Georgetown, celebrant; Rev. Father Bowen, deacon, and Rev. Father McCarthy, subdeacon. Sunday morning the Xmas music will be repeated at Christ Church, and St. Paul's churches, and the following program will be rendered in the Baptist and Methodist Episcopal Church South.

Baptist Church.

Voluntary, Sing, O, Heaven, Danks; offertory, Bending Over a Cradle Low, solo, Eduardo Marz; offertory, Arise! Shine! Mr. P. H. Evening-Voluntary, Break Forth In Joy, Danks; offertory, O, Holy Night, solo, Adolph Adams; voluntary, And There Were Shepherds, Danks; sopranos, Mrs. H. K. Field, Mrs. Thos. Hallgren, Misses E. H. and Annie Tyler, Lucy Graves, Mamie Williamson, Katie Lee and Cora Thamp.

Methodist Episcopal Church South.

Morning-Gloria, Mrs. Charles Adams, Mrs. O. F. Baggett, Miss Frankie Chase; tenors, Messrs. P. H. Dempsey and D. M. Steers; basses, Messrs. Wm. Owens, Dr. H. Hunt and Russell Wilkinson; organist, Mr. Wm. H. Starnell. In addition to the organ, an orchestra will render the instrumental music.

M. E. Church South.

Morning-Gloria, Mrs. Charles Adams, Mrs. O. F. Baggett, Miss Frankie Chase; tenors, Messrs. P. H. Dempsey and D. M. Steers; basses, Messrs. Wm. Owens, Dr. H. Hunt and Russell Wilkinson; organist, Mr. Wm. H. Starnell. In addition to the organ, an orchestra will render the instrumental music.

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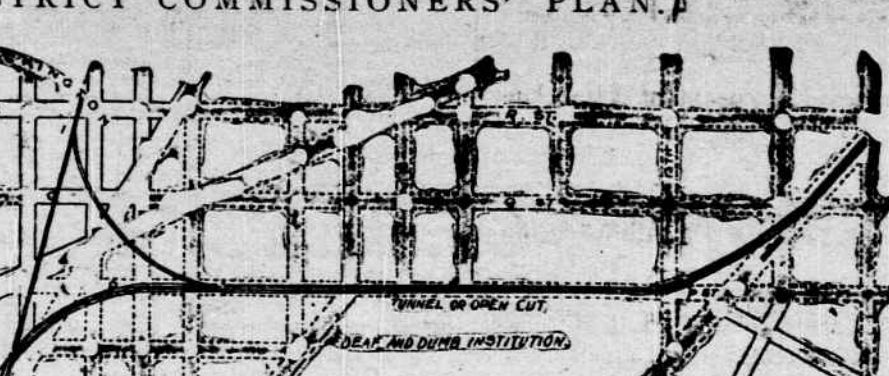
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